

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,361 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" R. D. Thomas.
"FATSHAN"	2,260 "	" W. A. Valentine.
"HANKOW"	3,073 "	" C. V. Lloyd.
"KINSHAN"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2.00 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
-----------------	-----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
---------------	----------	--------------------

"NANNING"	569 "	" C. Butchart.
-----------	-------	----------------

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahong, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Pu, Luk-To, Lo-Ping-Hai, Tak-Hing, Dashing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Hongkong to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak-Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"	Capt. B. Branch.	S.S. "SANUI"	Capt. H. Black.
---------------	------------------	--------------	-----------------

Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$32.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"	Capt. R. Buss.	S.S. "HONGKONG"	Capt. Maxfield.
-----------------	----------------	-----------------	-----------------

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon	Single \$6.00
Hongkong to Kunchuk	Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

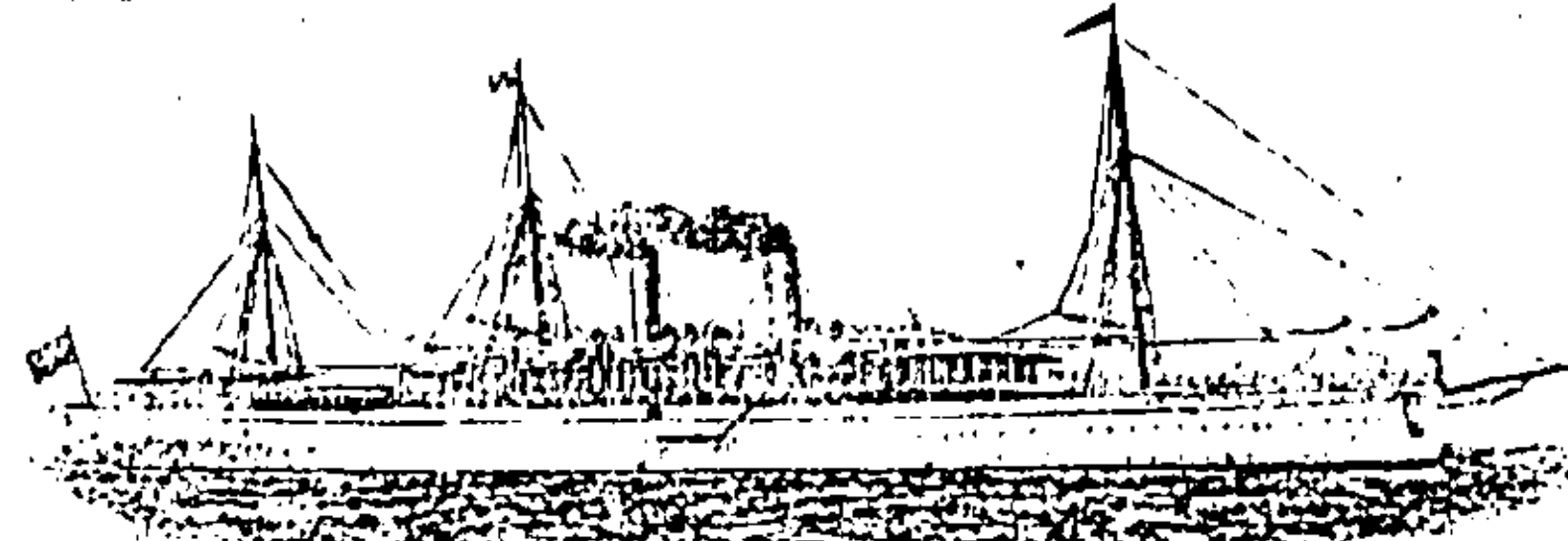
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 8th March
"ATHENIAN"	2,440 "	WEDNESDAY, 15th March
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 22nd March
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 29th March
"TARTAR"	4,425 "	WEDNESDAY, 10th April
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 26th April

Hongkong to London, 1st Class, via St. Lawrence \$60. Via New York \$62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. £42.

THE magnificent twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG.	21st Feb.
Alesia	(Calling at S'PORE & COLOMBO).	Freight.
Sachs	HAVRE, ANTWERP and HAMBURG.	1st March.
SAMBIA	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
Living	HAVRE, BREMEN and HAMBURG.	8th March.
RHENANIA	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
Behrens	MARSEILLES, HAVRE & HAMBURG.	18th March.
SUEVIA	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
Knaissel	HAVRE and HAMBURG.	4th April.
	(Calling at S'PORE, PENANG & COLOMBO).	Freight.

FOR ODESSA.

With Transshipment at Singapore.

ARCADIA, Captain Föck, to sail from Singapore about 22nd February, Freight.

ANDALUSIA, Captain Filler, to sail from Singapore about middle of March, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of the s.s. Rhenania. Saloons and cabins amidships. Lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 20th February, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 29th December, 1904.

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of January and February.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street.

Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

THOS. A. HANMER, Secretary.

Dated this 31st day of January, 1905.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAN BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

[44]

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—

Kennedy Town to Post 10 cents First Class.

Office 4 " Third

Post Office to Causeway 10 cents First Class.

Bay or Race Course 4 " Third

Causeway Bay to Shau-ki-wan 10 cents First Class.

ki-wan 5 " Third

The previous Table of Fares is hereby cancelled.

Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,

General Manager.

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th February, 1905.

[158]

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 cubic feet as from the 1st February, 1905.

GEORGE CURRY,

Local Secretary.

Hongkong, 1st February, 1905.

[198]

THE FAMOUS "MAB" RAZOR

WEIGHT LESS THAN 2 OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes inviolation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904.

[63]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES, Des Vœux Road.

Hongkong, 11th May, 1904.

[53]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd September, 1904.

[50]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[28]

GO TO THE KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE, Proprietor and Manager.

29)

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904.

[4]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[27]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Intimations.
WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

LADIES' - - -
DEPARTMENT.

JUST ARRIVED
 A Consignment of
MILLINERY,
SUNSHADES,
NECKWEAR,
GLOVES,
&c., &c., &c.

DRESS - - -
FABRICS
 New Voiles,
 Crepelines,
 Delaines, &c.
 A fine range of Violette Flannels.
 Embroidered Robes, Muslins,
etc., etc., etc.

LADIES' BOOTS
AND
SHOES.
 A large variety of High-grade
 Black and Brown Boots and Shoes,
 at moderate prices.

CHILDREN'S
BOOTS & SHOES
 in large variety.

FURNISHING
DEPARTMENT.

NEW PRINTED SATEENS, &c.
A GOOD ASSORTMENT OF
CUSHIONS.

ENGRAVINGS,
PICTURES AND
ART PANELS
 by well-known Artists.

NEW GOODS ARRIVE
EVERY WEEK.

Wm. POWELL, Ltd.
HONGKONG.
 Hongkong, 16th February, 1905. [35]

Intimations.
HONGKONG JOCKEY CLUB.
RACE MEETING, 1905.
TO-MORROW,
(WEDNESDAY), THURSDAY, AND
SATURDAY (OFF-DAY),
22nd, 23rd and 25th FEBRUARY.

TICKETS OF ADMISSION TO THE GRAND
STAND AND ENCLOSURE may be
 obtained from Messrs. KELLY & WALSH, LD.,
 or at the Gate. Price \$7 for the Meeting
 (excluding the Off-Day), or \$3 per day.
 Tickets for the Off-Day, \$2.
 No one admitted without a Ticket to be
 shown to the Ticket Inspector at the Gate.
T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 21st February, 1905. [245]

HONGKONG JOCKEY CLUB.
THE STEWARDS request the pleasure of
 the presence of the LADIES at the
 GRAND STAND AND ENCLOSURE during
 the Races on the 22nd, 23rd and 25th instant.
 A Stand and an Enclosure will be reserved
 for Members and Members' Wives and Families.
 Tickets for which will be sent out with the
 Members' Tickets after WEDNESDAY, 15th instant.
 All tickets must be produced to gain
 admission.
T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 21st February, 1905. [246]

HONGKONG JOCKEY CLUB.
NO SERVANTS will be allowed inside the
 ENCLOSURE of the RACE COURSE
 during the Race Days WITHOUT TICKETS
 which can be had on application to the Under-
 signed between WEDNESDAY, 15th, and
 MONDAY, 20th inst.
T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 14th February, 1905. [217]

HONGKONG JOCKEY CLUB.
NOTICE.
NOTICE is hereby given that the Racing
 Colours "DARK BLUE, SILVER
 BRAID" are withdrawn from the forthcoming
 meeting.
 Ponies starting from the "JOHN PEEL"
 Stable will by permission of the Stewards carry
 the Colours "ALL PURPLE."
 By Order,
T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 20th February, 1905. [273]

HONGKONG JOCKEY CLUB.
NOTICE.
NOTICE is hereby given that the Racing
 Colours "DARK BLUE, SILVER
 BRAID AND BUTTONS, CRUISE CAP" are
 withdrawn from the forthcoming meeting.
 Ponies starting from "Mr. JOHNSTONE'S"
 Stable will by permission of the Stewards carry
 the Colours "YELLOW, BLACK CROSS
 AND CAP."
 By Order,
T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 20th February, 1905. [274]

GREEN ISLAND CEMENT COMPANY,
LIMITED.
THE SIXTEENTH ORDINARY AN-
NUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
 the Office of the General Managers, St. George's
 Building, Victoria, on SATURDAY, 25th
 February, 1905, at 11 A.M., for the purpose of
 receiving a Statement of Accounts and the
 Report of the General Managers for the year
 ending 31st December, 1904.
 The TRANSFER BOOKS of the Company
 will be CLOSED from FRIDAY, 24th
 February until WEDNESDAY, 8th March,
 both days inclusive.
SHEWAN, TOMES & Co.,
 General Managers.
 Hongkong, 17th February, 1905. [259]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
 held at the Offices of the Company, Pedder's
 Street, on MONDAY, the 6th day of March,
 1905, at 11.30 A.M., to receive a Statement of
 Accounts to 31st December, 1904, and the
 Report of the General Managers, and to elect
 a Consulting Committee and Auditors.
 The TRANSFER BOOKS of the Company
 will be CLOSED from the 20th February to
 the 6th March, both days inclusive.
JARDINE, MATHESON & Co.,
 General Managers.
 Hongkong, 8th February, 1905. [226]

NOTICE TO SHIPPERS.
THE NIPPON YUSEN KAISHA are
 prepared, during suspension of their
 Trans-Pacific Service and until further notice,
 to BOOK CARGO AND ISSUE BILLS OF LADING
 to SEATTLE, WASH., VICTORIA, B.C., and
 PACIFIC COAST PORTS, also to OVER-
 LAND POINTS in the UNITED STATES
 and CANADA in connection with the GREAT
 NORTHERN RAILWAY FROM SEAT-
 TLE, as hitherto, by the Steamers of the
 NORTHERN PACIFIC S.S. Co., BOSTON
 STEAMSHIP and TOWBOAT Cos., OCEAN
 S.S. Co. and CHINA MUTUAL S.S. Co.
 For further Particulars, apply at the Com-
 pany's Local Branch Office in PRINCE'S
 BUILDINGS, First Floor, Chater Road.
B. MORI,
 Acting Manager.
 Hongkong, 24th January, 1905. [68]

NOTICE.
WHEREAS persons have been maliciously
 stating that TUNG KEE and WING
 KEE (or CHICO) carrying on Business at
 Nos. 66, 68 and 70, Des Vaux Road, are in-
 solvent with heavy liabilities: This is to give
 notice that these rumours are entirely false and
 that a REWARD will be paid to anyone giving
 information procuring the conviction of the
 persons spreading such rumours.
WING KEE & Co.
 Hongkong, 18th February, 1905. [266]

Intimations.
THE WORRIED WOMEN.
 They say men must work and women must
 weep; but alas, in this too busy world women
 often have to work and weep at the same time.
 Their holidays are too few and their work
 heavy and monotonous. It makes them
 nervous and irritable. The depressed and
 worried woman loses her appetite and grows
 thin and feeble. Once in a while she has spells
 of palpitation and has to lie up for a day or two.
 If some disease like influenza or malarial fever
 happens to prevail she is almost certain to have
 an attack of it, and that often paves the way for
 chronic troubles of the throat, lungs and other
 organs; and there is no saying what the end
 may be. Let the tired and overladen woman
 rest as much as possible; and, above all, place
 at her command a bottle of
WAMPOLE'S PREPARATION
 a true and sure remedy for the ills and malaises
 of women. It is palatable as honey and con-
 tains all the nutritive and curative properties of
 Pure Cod Liver Oil, combined with the Com-
 pound Syrup of Hypophosphites and the
 Extracts of Malt and Wild Cherry. Search the
 world over and you will find nothing to equal
 it. Taken before meals it improves the nutri-
 tive value of ordinary foods by making them
 easier to assimilate, and has carried hope and
 good cheer into thousands of darkened homes.
 It is effective from the first dose, and probably
 one bottle is all you may need. It is absolutely
 reliable and effective in Blood Impurities,
 Nervous Dyspepsia, Wasting Conditions,
 M. lancholia, Chlorosis, Impaired Nutrition,
 Scrofula, Low Vitality, and all troubles of the
 Throat and Lungs. Dr. E. J. Boyes says: "I
 have found it a preparation of great merit. In
 a recent case a patient gained nearly twenty
 pounds in two months' treatment, in which it
 was the principal remedial agent." It carries
 the guarantee of reliability and cannot fail or
 disappoint you. Why accept a substitute?
 Sold by all chemists.
 8

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND of 12 1/2 per Share and
 BONUS of 2 1/2 per Share for the six
 months ending 31st December, 1904, declared
 at Monday's Ordinary Yearly Meeting, will be
 payable at the premises of the Hongkong and
 Shanghai Banking Corporation, on and after
 TUESDAY, the 21st February, and Share-
 holders are requested to apply for Dividend
 Warrants at the Company's Office, Queen's
 Buildings, New Praya.
 By Order of the Board of Directors,
THOS. I. ROSE,
 Secretary.
 Hongkong, 20th February, 1905. [271]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.
THE DIVIDEND declared for the half
 year ending 31st December, 1904, at the
 rate of One Pound and Ten Shillings together
 with a Bonus of One Round Sterling per Share
 of \$125, is payable on and after MONDAY,
 the 20th day of February current, at the Offices
 of the Corporation where Shareholders are re-
 quested to apply for Warrants.
 By Order of the Board of Directors,
J. R. M. SMITH,
 Chief Manager.
 Hongkong, 18th February, 1905. [270]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that on
 and after this date interest at the rate
 of 8% per annum will be charged upon all Calls
 in respect of SHARES NOT FULLY PAID UP
 from the day appointed for payment of such
 Calls, namely 3rd January, 1905.
JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 11th January, 1905. [122]

WHY NOT THE BEST?
SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.
SHOW-ROOMS:—1, WYNDHAM STREET.
 Cash or Easy Monthly Payments.
 Hongkong, 28th January, 1905. [48]

WEISMANN, LTD.
(CAFE WEISMANN.)

THE place par excellence in Hongkong
 for Refreshments of all descriptions.
 Facing the Post Office, Queen's Road,
 Central.

Everything of the best, prepared and
 served under entirely European Manage-
 ment.

See our Grand Christmas Display.
 Cakes, Bonbons and Confectionery of all
 kinds made to customers' own order and
 design.

Send or Bring Your orders.
 We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe
 in the Orient.
 Hongkong, 17th December, 1904. [46]

IMPORTANT NOTICE.
MR. RUTTONJEE begs to announce to
 his numerous customers that his
 Bakery in Kowloon being burnt down, he has
 hired another in a healthy part of the town,
 where BREAU will be baked and prepared
 under his usual personal supervision and thus
 ensuring to his numerous patrons the cus-
 tomary supply of the same wholesome Bread
 made of the finest flour and materials, that he
 has all throughout supplied.
 Customers are kindly requested to send their
 orders as usual.
H. RUTTONJEE,
 No. 5, D'Agular Street, Kowloon.
 Hongkong, 4th January, 1905. [58]

Intimations.
RACE HOLIDAYS.
THE EXCHANGE BANKS will be
 CLOSED for the Transaction of Public
 Business at 11.45 A.M. TO-MORROW (WED-
 NESDAY) and THURSDAY, the 22nd and
 23rd instant.
 Hongkong, 21st February, 1905. [254]

FIRE INSURANCE ASSOCIATION OF
HONGKONG.
NOTICE is hereby given that FIRE
 INSURANCE OFFICES will be
 CLOSED for the Transaction of Public Busi-
 ness TO-MORROW (WEDNESDAY) and
 THURSDAY, the 22nd and 23rd instant,
 respectively, at 11.45 A.M.
 By Order,
A. R. LOWE,
 Secretary.
 Hongkong, 21st February, 1905. [264]

QUEEN'S COLLEGE.
EASTER TERM begins FRIDAY, 24th
 February, at 9 A.M.
 Full information is given in Notices posted
 outside the College main door.
 Hongkong, 18th February, 1905. [267]

Entertainment.
BOXING! BOXING!
CITY HALL.
TO-MORROW NIGHT,
(WEDNESDAY), 22nd February, 1905.
MAIN EVENT OF 20 ROUNDS,
 Between MCCOY, Champion Middle-weight
 of the P.L., and CHRISTIE, Hongkong.
10 ROUNDS CONTEST,
 Between ROBERTS, R.W.K., and CONNOR,
 R.W.K., for Welter-weight Championship
 of Regiment.
6 ROUNDS CONTEST,
 Between KING, R.W.K., and KIRBY, R.W.K.,
 and other preliminaries.
 Doors Open at 8 P.M., Commence at 9 P.M.
 sharp.
 Tickets: Prices \$5, \$3, \$2 and \$1, to be had
 at Dalys and Wards and principal Hotels.
 Hongkong, 21st February, 1905. [265]

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions
 from The Honourable the Director of
 Public Works, to sell by
PUBLIC AUCTION,
 ON
FRIDAY,
 the 24th February, 1905, at 11 A.M., at the
 Government Stores, Wanchai,
 A QUANTITY OF
OBsolete AND CONDEMNED
STORES.
TERMS:—As usual.
HUGHES & HOUGH,
 Government Auctioneers.
 Hongkong, 18th February, 1905. [268]

PUBLIC AUCTION OF FINE ART
CURIOS AND SILK EMBROIDERIES.
THE Undersigned have received instructions
 to Sell by
PUBLIC AUCTION,
 ON
MONDAY,
 the 27th February, 1905,
 AND
TUESDAY,
 the 28th February, 1905, commencing each
 day at 2.30 P.M., at his
 Sales Rooms, Duddell Street,
 A MAGNIFICENT COLLECTION OF
JAPANESE ART CURIOS AND SILK
EMBROIDERIES,
 Comprising:—
 OLD TEMPLE BROCADES and BRO-
 CADED PRIESTS' ROBES; FINE SILK
 EMBROIDERED WORKS OF ART, such as
 HANGINGS (Landscapes, Floral Designs,
 Birds, &c.), MANTEL DRAPERIES; BED-
 SPREADS, TABLE COVERS, KIMONOS,
 CURTAINS, SCREENS, &c., &c.;
 VERY FINE DAMASCENE WARE:—
 CIGAR and CIGARETTE CASES, MATCH,
 JEWELRY and TOWELS, BOWLS, CARD
 CASES, UMBRELLA HANDLES, BUT-
 TONS, &c.;
 CHOICE SILVER WARE:—JEWELRY
 and POWDER BOXES, VASES and
 BOWLS, &c.;
 FINELY EXECUTED GOLD LAC-
 QUERED SCREENS, BOXES and
 STANDS, RED and BLACK LACQUERED
 CABINETS, TABLES and CHAIRS;
 OLD BRONZE VASES, FINE SAT-
 SUMA and IMARI WARE, CUT VELVET
 PICTURES (Silk) and a variety of other
 CURIOS.
TERMS:—As usual.
 The Collection will be on Exhibition from
 Wednesday, the 22nd February.
 Catalogues will be issued.
GEO. P. LAMBERT,
 Auctioneer.
 Hongkong, 17th February, 1905. [256]

PUBLIC AUCTION.
THE Undersigned have received instructions
 to Sell by
PUBLIC AUCTION,
 FOR ACCOUNT OF THE CONCERNED,
 ON
THURSDAY,
 the 2nd March, 1905, at 5 P.M., at
 AN KING'S Shipway, Wanchai,
 The Cruising Yacht
 "IONA."
 Length Water Line 35 ft. 6 in., Breadth 8 ft.,
 Depth 3 ft. 9 in., Sail area 600 Square feet.
 This Yacht will be sold ready for sea with all
 SPARE GEAR, CABIN FITTINGS, CUTLERY,
 PLATES, &c., &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 20th February, 1905. [272]

PUBLIC AUCTION.
THE Undersigned have received instructions
 to Sell by
PUBLIC AUCTION,
 FOR ACCOUNT OF THE CONCERNED,
 ON
THURSDAY,
 the 2nd March, 1905, at 5 P.M., at
 AN KING'S Shipway, Wanchai,
 The Cruising Yacht
 "IONA."
 Length Water Line 35 ft. 6 in., Breadth 8 ft.,
 Depth 3 ft. 9 in., Sail area 600 Square feet.
 This Yacht will be sold ready for sea with all
 SPARE GEAR, CABIN FITTINGS, CUTLERY,
 PLATES, &c., &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 20th February, 1905. [272]

PUBLIC AUCTION.
THE Undersigned have received instructions
 to Sell by
PUBLIC AUCTION,
 FOR ACCOUNT OF THE CONCERNED,
 ON
THURSDAY,
 the 2nd March, 1905, at 5 P.M., at
 AN KING'S Shipway, Wanchai,
 The Cruising Yacht
 "IONA."
 Length Water Line 35 ft. 6 in., Breadth 8 ft.,
 Depth 3 ft. 9 in., Sail area 600 Square feet.
 This Yacht will be sold ready for sea with all
 SPARE GEAR, CABIN FITTINGS, CUTLERY,
 PLATES, &c., &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 20th February, 1905. [272]

Intimation.
THE HONGKONG TELEGRAPH.
1, ICE HOUSE ROAD
HONGKONG.
CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China
 Also widely circulated in Japan, Ceylon,
 China, Ceylon, India and the Far East
 generally.

A daily newspaper with weekly edition
 published for despatch by the homeward mail
 The daily is recommended as more generally
 suitable, except for subscribers in Europe or
 America.

A special feature is made of full and accu-
 rate reports of local occurrences, and of mat-
 ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
 medium for advertising in China. It circulates
 largely among all classes of the community,
 is the largest daily newspaper and has a
 wider circulation than any journal in the Far
 East.

Special attention given to effectively display-
 ing advertisements.

The type used as a standard for setting
 advertisements is similar to this, unless we are
 instructed to display the advertisement, when
 any effective style of type will be adopted
 This standard runs exactly eight lines to the
 inch, and about eight words to the line.

DOMESTIC OCCURRENCES.
 Notices of Births, Deaths, and Marriages
 at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.
 Special Rates for standing advertisements
 can be ascertained from the Manager.
 Advertisements for the Daily should reach
 the Hongkong Telegraph Office not later than
 noon of the day they are intended to appear.
 Unless otherwise specified all advertisements
 will be repeated and charged for until counter-
 mandated.

JOBING DEPARTMENT.
 Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.
 All job printing is done under European
 supervision, well turned out, free from errors,
 and remarkably cheap at.

THE HONGKONG TELEGRAPH.
OFFICE.
Estimates given for all classes of work on
application to
THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

Intimations.
YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES
FROM

R. Perez & Co.

(SUCCESSORS TO
A. CHAZALON & Co.
AND
G. GIRAULT)
6, QUEEN'S ROAD CENTRAL,
 Opposite Connaught Hotel.

Who are Suppliers of High Class
Wines, Spirits and
Provisions,
French Bakers,
Navy Contractors,
and
Commission Agents.

BRANCHES:
HONGKONG, SHANGHAI, HANKOW.
 Hongkong, 7th January, 1905. [31]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,
 General Agents, Hongkong.

PORT WINE.
 Direct shipments from the
 COMPANHIA AGRICOLA E COMMERCIAL DOS
 VINHOS DO PORTO,
 (Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of
THE WINE GROWERS SUPPLY CO.

Per Case of
 1 Dozen.
 Dry No. 1 Selected Old Port \$50.00
 " " " " " " 35.00
 Quinta do Porto " " " 30.00
 Dry No. 3 " " " 25.00
 Quinta da Graja " " " 20.00
 Tawny, 1887, Vintage " " " 15.00
 Tawny, (White Label), " " " 14.00
 Medium Tawny, (Brown Label) " " " 13.00
 White Tawny, (White Label) " " " 12.00
 Full Wine, (Brown Label), " " " 11.00
 White Tawny, (Brown Label) " " " 10.50
 Light Tawny, (Brown Label) " " " 10.00

MELROSE
WHISKY
 Scotland's Best.
 Delicious Mellow
 and Matured.
 BOWEN & McKECHNIE.

CEPA RUBY
RIOJA CLARET,
 \$6.00 ... per dozen.

Direct Importers of Wine, Beer and Spirits
 from well-known Growers, Brewers and
 Distillers. Price List on application.

BARRETTO & Co.,
 Agents,
 Nos. 22 & 24, Bank Buildings
 Queen's Road Central,
 Hongkong, 26th January, 1905. [41]

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

B Superior Very Old
Cognac . . . \$27

C Very Old Liqueur
Cognac . . . \$33

D Hennessy's Finest
Very Old Liqueur
Cognac . . . \$40

GUARANTEED
PURE COGNAC.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905.

BAHADUR
CIGARS.

THE FAMOUS
INDIAN CIGARS.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 21st February, 1905.

BIRTH.
AT Kuala Lumpur, Kelantan, on first February, the wife of Mr. PERCY F. WISE, of a daughter.
DEATH.
On Saturday, the 11th inst., at the General Hospital, Singapore, ROWLAND TAYLOR, 2nd son of the Revd. Robert Taylor of the Rectory Monk Heselden, Castle Eden, Northumberland. Aged 40.

The Hongkong Telegraph
HONGKONG, TUESDAY, FEBRUARY 21, 1905.

GAS v. ELECTRICITY.

In articles specially written for this journal and printed in our columns a few weeks ago we showed that during recent years the question of electric lighting, as compared with gas lighting, for domestic and street purposes, has been much discussed. To such an extent, in fact, has the matter occupied public attention that the working of the two systems of lighting has been closely watched over many months in several large towns and cities at home. The results, surprising to many show that the system of gas lighting has, so far, nothing to fear from the more modern illuminant, electricity, whether regard be had to the matter of cost or to that of lighting power. The trials and observations appear to prove that recent inventions and improvements in incandescents have immensely increased the value of gas as an illuminant, and, contrary to expectations, many of the most forward municipalities and cities in England have declined to either substitute electricity for gas, or to go to further expense in improving or extending electric systems already in operation. In one of the home papers we have just come across an article which is interesting to peruse as being an authoritative statement on the matter. Asked by the Maidstone Town Council to report on the public lighting of the town, Sir William Preece, F.R.S., said: "The streets are now so well lighted, and at such a cheap rate, by the incandescent mantle, that I question very much the advisability, at first start, of adopting glow lamps to replace the gas lamps. The glow lamps are not so brilliant as the incandescent gas, and cost much more. You are paying £2 18 3d. per lamp per annum for gas. It will cost you at least £6 per annum to light equally well with glows, and the satisfaction given will not be commensurate with the extra cost." The well-known Scottish engineer of Leith, Mr. W. A. Byson, thus reported to the Dalkeith Town Council: "As incandescent gas has been adopted to a considerable extent, an extension of the system would be preferable and superior to substituting incandescent electric light. With gas at 3s 7d per 1000 cubic feet, it would cost to light the streets with gas £440, while the electric, at 3d per unit, would cost £637 9s, though the latter lamps would be only 32 candle-power, while the gas would be 60 candle-power. Therefore, for equal light the £637 9s would have to be increased to £1,200, or nearly three times the cost of gas lighting." The Bradford Town Council owns both the gas and the electricity works, and even with arc electric, the results do not show out well. Not long since a special committee was appointed to consider the advisability of extending the use of electric lamps for street lighting. The chairman of the electric light committee was a member of the special committee, and on his motion the committee unanimously resolved—"That, in view of the excellent results obtained by the use of the incandescent system of lighting, and which has been applied to all the gas lamps in the streets of the city, it is inadvisable to sanction the erection of additional arc lamps at present." Recently there were in Bradford 10,427 incandescent gas lamps in the streets, and only 51 electric arc lamps. The city of Liverpool stands out as another striking example. The city council makes electricity for itself, but buys gas from a company. Yet 411 miles of streets are lit by gas and only 34 miles by electricity. Recently the chairman of the lighting committee of the corporation, replying to a question at a meeting of the town council, said: "We have come to the conclusion not to further extend electric lighting in the streets of the city. We have discovered that the incandescent gas system is quite as good, while it costs much less than electricity does." At Woking, after five years of electric lighting, the gas company, recently obtained the contract. The reason was that the gas company offered 9,225 candles of light for £325 10s. while the Electric Light Company's offer was only 6,550 candles for £396 13s. At the Glasgow Exhibition it was determined that "Electricity was quite eclipsed by compressed incandescent gas." It appears that somewhat similar results are reported from France and Germany, and the United States as well, and it is interesting to remember that despite the progress of electricity in Hongkong, the directors of our local gasworks have found it necessary to extend the mains in numerous directions with the result that the demand is larger than ever it was.

LOCAL AND GENERAL.

A "Port Arthur Squadron" of Japanese men-of-war has been formed.

JAPAN proposes to establish a commercial museum at Buenos Aires.

ICE three inches thick has formed in the harbour of Dalny, the effect of building a breakwater.

THE Nippon Railway Co. pays a dividend for the past half-year at the rate of 11 per cent per annum.

THERE were only two fatal plague cases notified last week, making a total of 19 since the beginning of the year.

During the week ended 18th inst., three cases of small-pox (European) were notified as having occurred in the Colony. One of the cases was imported from Shanghai, and another terminated fatally.

CAPTAIN Afanassief, the officer on the staff of General Sidessell, who was left behind at the port, suffering from an attack of small-pox, has completely recovered, and returns to Russia by the next mail.

THE Opium Farm at Bangkok has been let for three years. Phya Pakdee was the successful offerer, and it is reported that the price he will pay for it is Ticals \$80,000 per annum. This is a considerable increase on the former price.

THE H. A. L. S. *Sphinx* passed on the 18th inst. 7.30 a.m. in 29°45' N. and 124°55' E. the American 4 masted barque (KRG) *William P. Perry* bound for Shanghai. She wished to be reported all well. The local agents who have given us the information trust that Shanghai papers will copy this paragraph.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—H. Skott & Co. \$100, Tai Shing Paper Manufacturing Co. Ltd. \$25, Anonymous \$13, Francisco Tse Yat \$10, and H. C. Goltz, \$2, Kwok Ching Chun, \$50, St. Paul's College, \$30.

THE R. I. M. S. *Clive* will sail on the morning of the 24th instant. The whole of the heavy baggage of the 14th Maharras and other details proceeding to Singapore and Bombay will be shipped on the 23rd instant commencing at 7 a.m., also officers' baggage. Troops and light baggage will embark at 10 a.m. on the 24th instant from Kowloon wharf.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 19th February, 1905.

	Library	Museum
Non-Chinese	222	142
Chinese	96	5,063
Total	318	5,202

THE Yinkou correspondent of the *Jiji* says that the Russian army at Mukden is in a thoroughly demoralised condition. Surrenders to the Japanese are frequent, the men bringing their beds with them—bundles of millet-straw. On the other hand, General Kuropatkin telegraphs to St. Petersburg that Japanese soldiers are constantly deserting to his lines, and that they are insufficiently clothed, very badly shod, and so frost-bitten that they cannot fire their rifles. It was stories like this, no doubt, that encouraged General Gripenberg's attempt.

BARETTOS Pierre, a French sailor, was prosecuted this morning by Captain R. W. Almond, of the s.s. *Rubi*, for obtaining a passage on that vessel without paying for same, and without the consent of the master, agents, or owners. Captain Almond stated that on going round the vessel after leaving Manila, he found the accused stowed away in the tween decks, among a lot of passengers' baggage. He had no ticket and all the money he had on him was 80 cents. His Worship fined the man \$50, with the alternative of six weeks' imprisonment. The Frenchman "Went in."

IT will be seen from our advertisement columns that, at the annual general meeting of the members of the Chamber of Commerce next Tuesday, a discussion is to take place on a question of very considerable importance to the Colony. If thought fit a resolution will be passed authorising the Committee to write to the Government requesting that, before entering into any arrangements with the United Kingdom, India, or the Colonies, which may effect freedom of action in trade matters within the limits of the Colony, H.E. the Governor will be good enough to direct that details of any proposed legislation be forwarded to the Chamber of Commerce, as representing the commercial community, in order that the community at large, or that section of it which may be affected by the proposed agreement, or agreements, may be given an opportunity of expressing their views on the subject.

TEN would-be pirates were executed here three days ago, wrote the Swatow correspondent of the *N. C. D. News* at the beginning of the month. They had embarked as passengers upon one of the coasting launches, and it is rumoured, were working in collusion with some fishing junks which lay under shelter of one of the islands to be passed by the launch. The ticket collector had his suspicions aroused by noticing that a number of rough-looking fellows all paid their fare with small silver pieces current further down the coast, but at a discount in Swatow. One of these men was isolated and searched, and on him a revolver was discovered. Further search revealed the possession of firearms by nine others. All these were roped up and carried to the Cheng-hai magistracy's yamen when their purpose of pirating the launch was extorted under pressure. The passengers, who were taking to their houses some 40,000 dollars, subscribed a sum sufficient to give \$20 to each of the crew, and in addition, a silk banner to the captain.

THE GREEN ISLAND CEMENT CO., LIMITED.

The report for presentation to the shareholders at the sixteenth ordinary general meeting to be held at the office of the general managers, on Saturday, 25th February, at 11 o'clock a.m., is as follows:—

Annexed we have the pleasure to lay before shareholders a statement of accounts for the year ending 31st December 1904.

The net profit, including the amount brought forward from the previous year, amounts to \$345,051.82 which it is proposed to deal with as follows, viz:—

To place to reserve fund . . . \$ 50,000.00
To pay a dividend of 20 per cent . . . 200,000.00
To carry forward to next year's account 95,051.82
The demand for cement steadily increased throughout the year and as the Company's plant in spite of everything we could do to increase the output is still inadequate, it has been decided to further extend the factory by the addition of kilns and machinery which will increase the present production by nearly fifty per cent. On this account the capital of the Company has recently been increased by special resolution to \$1,500,000. It is anticipated that this addition will more than meet all our requirements for some years to come.

Consulting Committee.—The Hon. C. W. Dickson having left the Colony, the Hon. W. J. Gresson was invited to take his place on the consulting committee. In accordance with the articles of association, the Hon. Sir P. Chater, C.M.G., the Hon. W. J. Gresson and Dr. J. W. Noble retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. T. Arnold and W. H. Potts, who are recommended for re-election.

SHEWAN TOMES & CO.,
General Managers.

The accounts are as follows:—

PROFIT AND LOSS.	
Interest	\$ 27,258.87
Consulting committee fee	1,500.00
Auditors' fees	600.00
Amount written off as depreciation for 1904	101,840.37
Balance	345,051.82
	\$476,254.06

Balance brought forward from 1903	\$ 321,155.74
Balance from working account:	
From sales of cement \$132,746.54	
From sales of bricks, &c.	11,347.88
Exchange	444,094.42
	43.99
	\$476,254.06

BALANCE SHEET.

Liabilities.

Capital:—	
100,000 shares at \$10 each paid up	\$1,000,000.00
Reserve fund	350,000.00
Due to general manager	1,875.20
undry creditors	67,949.75
Hongkong & Shanghai Banking Corporation amount due on mortgage	\$400,000.00
Over draft	109,376.56
Balance of profit and loss account	\$59,376.56
	\$4,344,256.33

Assets.

Green Island, Macao:—	
Buildings & machinery as per last statement	\$236,000.00
Since expended	81,886.25
	317,886.25
Less depreciation	19,886.25
	298,000.00

Cement, raw material, stores, casks, &c. in stock valued at	115,318.04
Hok On, Hongkong:—	
Land, buildings and machinery, as per last statement	\$1,034,000.00
Since expended	121,357.11
	1,155,357.11
Less depreciation	69,357.11
	1,086,000.00

Cement, raw material, stores, casks, &c. in stock valued at	401,408.17
Deep Water Bay works:—	
Land, buildings and machinery, as per last statement	\$ 80,000.00
Since expended	35,161.51
	115,161.51
Less depreciation	7,161.51
	108,000.00

Bricks, pipes, &c. in stock valued at	8,802.00
Cement on consignment valued at	591.00
Office furniture as per last statement	700.00
Less depreciation	200.00
	500.00

Sundry debtors	225,599.34
Premium on unexpired policies	1,380.98
Steam launches and lighters as per last statement	59,770.00
Since expended	15,495.50
	75,235.50
Less depreciation	5,235.50
	70,000.00

Cash on hand	10,338.90
	\$2,334,256.33

We have examined the above statements with the books and vouchers of the company and certify the same to be correct.

T. ARNOLD,
W. H. POTTS,
Auditors.

Hongkong, 17th February, 1905.

THE *Japan Daily Mail* of the 8th says:—These being the days of February just a year ago when the first operations of the war took place, there is a natural disposition in Japanese newspaper circles to make a retrospect. The *Asahi* epitomises the situation by saying: "During these twelve months we have spent six hundred millions on the war, we have paid a hundred millions in the form of increased taxes, we have increased our debt by three millions, and we have sent out half a million of soldiers. Yet we are not at all distressed. In Russian eyes the process of evolution has probably transformed us from the monkeys we were in February 1904 to quite a respectable beast in February 1905."

TELEGRAMS.

[Reuters.]

The St. Petersburg Strikes.

LONDON, 18th February.

The strikes in St. Petersburg are again rapidly extending. Thirty thousand have rejoined the strikers, and their temper is threatening. Troops have been re-drafted into the vicinity of the works, and the police are renewing their domiciliary visits, arresting the leaders.

19th February.

There was an extraordinary sitting of the Council of the Empire yesterday to consider the situation resulting from the assassination of the Grand Duke Sergius at Moscow.

St. Petersburg is being flooded with revolutionary literature.

The employees of the railways at Moscow have struck work, and traffic is suspended.

The leading Russian newspapers while denouncing the assassination of the Grand Duke Sergius, declare that the need of reforms is responsible.

The Assassination of the Grand Duke Sergius.

The Grand Duke Sergius' head and legs were severed from his body. One of the perpetrators exclaimed after his arrest "I don't care, I have done my job." A band of students afterwards distributing revolutionary proclamations were furiously assaulted by the crowd.

H. M. King Edward has ordered court mourning for one week for the late Grand Duke Sergius.

Obituary.

The death of Sir Robert Jardine is announced.

Rumours of Peace.

Mysterious rumours of peace between Russia and Japan, not traceable to any direct source, have been continually cropping up during the past few days.

General Stoessel.

General Stoessel has arrived at Constantinople.

America and China.

The Chinese Minister at Washington has presented President Roosevelt with a portrait of H. M. The Dowager Empress of China in recognition of America's part in the preservation of Chinese neutrality, and her disinterested friendship.

ANOTHER BIG FIRE.

OIL SHOPS ABLAZE.

Shortly after 7.30 last evening an alarm of fire in the Central district was reported at the Central Station, and immediately the Fire Brigade, under Deputy Superintendent E. R. Hallifax and Chief Inspector Baker, turned out with all necessary fire-fighting appliances, and proceeded to the scene of the outbreak, which was discovered to be in a ground nut oil shop, in which large quantities of matting were stored, in Ting Loi Lane. On account of the very inflammable nature of the goods the fire had made considerable headway by the time the Brigade arrived on the scene, and was burning with fierce intensity. Owing to the flying sparks, the fire was soon communicated to an adjoining godown, also stored with ground nut oil, in Newmarket Street, just west of the Harbour Master's Office, and in the same place in which two fires have taken place previously within the last two months, this making the third in the same locality. There the fire burned as fiercely as in the first shop. The Ting Loi Lane premises were, as regards the oil shop, absolutely burned out the flow of water from the fire hoses alone saving the upper storeys from entire destruction. These were occupied by three separate families, all of whom had insured their premises and property. The Newmarket Street godown was burned out, but the damage there was not so great as the place was more accessible to the firemen, who were enabled to literally batter the fire down with the heavy streams of water directed on to the flames. But it was strenuous work, and the terrible heat and dense volumes of smoke, rolling from the burning premises considerably hampered the operations of the firemen, who were again and again driven back by clouds of suffocating and evil-smelling smoke, which met them in hot blasts as they endeavoured to force their hose nozzles into the burning buildings. For hours they worked the pumps, until the burning premises were flooded and out of which the oil freely flowed into the gutters near by. It was almost morning before the fire was really and finally got under control.

The actual amount of damage could not be ascertained, but it is understood that the Ting Loi Lane property was insured with various European and Chinese Insurance Companies for about \$20,000, while that in Newmarket Street was insured for \$3,000. The cause of the outbreak is at present unknown. No lives were lost, but a Chinese fireman had his leg badly lacerated and burned by some falling timber in endeavouring to fight his way up with a hose. He had to be removed to hospital, where his injuries were attended to, and he was progressing favourably at noon to-day.

SHIPPING AND MAILS.

MAILS DUE.

English (*Malta*) 21st inst.
American (*Manchuria*) 21st inst.
German (*Sachsen*) 28th inst.
Indian (*Nassau*) 1st prox.
Canadian (*Atlantic*) 2nd prox.
German (*Prinz Regent Luitpold*) 2nd prox.

HONGKONG RACES.

STEWARDS.—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Vice-Admiral Sir Gerard H. U. Noel, K.C.B., K.C.M.G.; His Excellency Maj. Genl. Villiers Hatton, C.B.; Rear-Admiral Hon. Ashton G. Curzon-Howe, R.N., C.V.O., C.B., C.M.G.; Commodore Charles G. Dickey, R.N.; Hon. Sir Paul Chater, Kt., C.M.G.; Hon. Mr. W. J. Gresson; Hon. Mr. F. H. May, C.M.G.; Major S. G. Radcliff; Messrs. A. Babington, J. A. Jupp, E. W. Mitchell, J. C. Peier, E. W. Rutter, and H. P. White.

CLERKS OF THE SCALE.—Messrs. A. Babington and E. W. Mitchell.

JUDGE.—The Hon. Sir Paul Chater, Kt., C.M.G.

STARTER.—Major S. G. Radcliff.

2nd STARTER.—Mr. F. B. Deacon.

TIME KEEPER.—Mr. J. R. Michael.

HON. TREASURER.—Mr. C. W. May.

CLERK OF THE COURSE.—Mr. T. F. Hough.

FIRST DAY, 21ST FEBRUARY.

The annual race meeting of the Hongkong Jockey Club was commenced at the Happy Valley shortly before noon today under the most favourable auspices. The weather, which appeared threatening at the close of last week, did not at first seem very propitious, and when on Sunday rain fell for a short time about midday, it looked as if the greatest carnival of the year in Hongkong would be marred by unfavourable conditions as to weather. The mist that hung over the island all yesterday looked ominous, and when night-fell prospects for the morrow were no brighter. Tuesday dawned with the crest of the hills enveloped in heavy mist-like clouds, so that they were totally obscured from view. So thick was the fog that objects only a few hundred yards distant could be discerned only with difficulty. Had this condition held out throughout the day, to watch the progress of each race would have been attended with not much ease. However, when the first hour of dawn had passed and the early risers were discussing the merits of each jockey's selections for the day, over the coffee cup, the joyous signs of the black clouds over the eastern hills breaking to reveal the azure tint beneath gladdened the hearts of many who looked forward to a fine and ideal day in Happy Valley with no mean anticipations. Shortly after eight o'clock old Sol peeped through the dense mist and the prospect of fine weather for the opening day of the great Hongkong Races became assured.

In the Valley the atmosphere was just warm enough to render the outing most agreeable, and under foot the paddock was not so damp as to keep away any appreciable number of the gentler sex who "rolled in in regiments." The number of spectators and visitors was quite up to the average that congregated within the Happy Valley on such occasions; indeed, if anything, the crowd was even larger this year, though the undesirable native element—by whom is meant the rabble crowd—was again not quite so conspicuous as in the days of yore when, without the enforcement of the gambling Act during the three days, Hongkong was infested by tens of thousands of the scum of Canton and the mainland, who availed themselves of the meeting to ply an honest or dishonest trade as occasion permitted of the one or the other.

The private stands and booths occupied their appointed positions allotted to the various lessees of the Government ground to the west of the Grand Stand right up to the bend in Bowington. By courtesy of the Stewards of the Hongkong Jockey Club the members of the Club Lusitano had their stand, for the exclusive use of members and their families, erected just at the gate. Like others, it was decorated with bunting and looked gay with a profusion of flowers. Within the enclosure the Officials' stand, the Governor's and the Major-General's was each conspicuous by the floral decorations and colours which gave a pleasing effect to the *tout ensemble*.

The arrangement for the Pari-mutuel was carried out in much the same style as last year, and as usual this establishment was packed just before each race started, by eager backers rushing in to secure their tickets on their fancied ponies, as well as after each event when the rush is equally great to cash the prizes at the shroffs' counters. But the crowd was perfectly orderly and the utmost of good nature prevailed throughout the day's proceedings. The policing of the Course and the thoroughfares leading to it was carried out in a most efficient manner under the superintendence of Chief Inspector Baker, assisted by Sergeant Panton, who had charge of the course and its approaches, while Inspector Gauld saw that the men were in their allotted positions in the streets, and directing the traffic. The principal route to the Happy Valley was patrolled by ninety men.

Amongst the numerous distinguished visitors who were present were H. E. the Governor (Sir Matthew Nathan, K.C.M.G.) accompanied by his Aide-de-Camp (Capt. Smith), H. E. Major-General Villiers Hatton, C.B., the Chief Justice (Sir Henry Spencer Berkeley), and the Hon. Mr. F. H. May, C.M.G., Colonial Secretary.

The Band of the Royal West Kents, under the conductorship of Bandmaster T. McKelvey, arrived early on the grounds.

and discussed the following pleasing selections in their usual efficient manner in the course of the day—

March....."Frangescas".....Cos'a.
Overture....."Miraile".....Gounod.
Selection....."Rigoletto".....Verdi.
Valse....."Debutant".....Gung.
Romance....."Simple Aven".....Thom.
Song....."The Sun flower".....Penn.
Two step....."Amolea Snow".....Maywood.
Selection....."The Orchid".....Carroll.
Espagnol....."Sevillana".....Elga.
Incidental....."M. Beaucaire".....Ross.
Fantasia....."Plantation Song".....Clatsor.
Song....."Killarney".....Half.
Galop....."Flick and Flock".....Hertel.

The Governor arrived before the first race started at a quarter to twelve (noon). He was escorted by his A. D. C.'s and Subadar Bal Krishna Rao, his Hgn. A. D. C. of the 11th Mah. Light Infantry Regiment. The band struck up the National Anthem and on the conclusion of the band, Sir Paul Chater (chairman of the Stewards) extended a hearty welcome to H. E. upon whom Mr. T. Hough (the Clerk of the Course) also waited.

Punctually at eleven o'clock the first saddling bell was rung, and the jockeys at once proceeded to be weighed, the first name appearing on the board being that of Mr. Johnstone who rode "The Squalor" in the first event of the day. The weights of ten other jockeys were soon chalked up, and the opening half-mile event of the meeting was started to time amidst the happiest surrounding. It was an open race, but those who had placed their fancy with Buxey's bunch had the satisfaction of seeing two of the Roses pass the post for first and second places. Heather King had an easy romp home in the Victoria Stakes and his stable companion Zodiac endeavored to overhaul Canny for second place. The pace was too fast, however, and Johnstone's fancy managed to catch the judge's eye for the position ere old Alaska was safely back in his stall. Following this tame event the spectators were treated to an interesting and somewhat exciting race between the contestants in the Valley Stakes. Gem Rose, Ching and Policy made a game fight for premier honours, which, at one stage of the race, looked likely to fall to H. E. the Governor's stable. Moller, riding in green with gold sash, out-distanced Ching and got second place to the Rose, the jock and owner of which met with a cordial reception from the large crowd assembled in front of the Grand Stand. But a better and even more closely fought out race resulted from the running for the Maiden Stakes, in which Moller rode with his head and exhibited remarkable foresight in the clever manner in which he judged the capabilities of Halifax. He timed the little grey to a nicety and finished barely three-quarters of a length ahead of Umbrian King. Three old timers were placed for the Poochow Cup laurels, and a sporting struggle took place for the premier position, Algerine, with Moller up, passing the post half a length to the good of Mr. Lewis' Aladdin and but a very short distance from Rare Rose. It was a good race throughout the whole of the two miles, and the jocks gained applause from a large number of spectators.

Next came the big event of the day, which provided certainly one of the best races over the course that was seen during the afternoon. In fact, the result of the Garrison Cup indicates the hot racing that may be expected between two Derby favourites at their meeting for the big event to-morrow afternoon. Gresson and Cunningham on Cotswold and Norman King respectively, kept up a hot pace and it was very evident when the horses got into the straight that they were in for a close race. As they neared the post there was not much doubt that they would trouble the judge, and when the decision of a dead heat for first honours was announced not a few sporting spectators were perplexed concerning the outcome of the contest to-morrow. The race was run throughout at a very solid pace, and both horses carrying a good deal of the public's money, were keenly followed during their journey up from the two mile post and around the oval.

The verdict was popularly received and gave general satisfaction. The owners agreed to divide the prizes and the dead-heat was accordingly not run off. It was officially announced that both ponies will carry penalty as winners.

Following this was the Chinese Club Cup which, despite a big field, quickly dwindled down to a three-cornered duel between Mick, Prairie King and Policy with any odds on the former to win. He led all the way, was never headed and won easily. Moller repeated his performance with Halifax in the Maiden Stakes, again steering Wingard's representative to victory in the Lusitano Cup. It was a capital race home along the straight and won after a bit of a tussle with Lamarque Rose. The Hongkong Club Cup brought out the small field of four, but a good race ensued which ended in a fine win for Ard Patrick, who was ridden in capital style by Gresson who past the post easily ahead of Scottish King. The finish was in accordance with the anticipations of our turf contributor, and those who had followed his counsel turned with satisfaction to the Encouragement Stakes which brought out fourteen riders. It was not up to expectation, however, Blackbird winning a rather poor race by about a length and a half.

1.—THE WONG-NEI-CHONG STAKES.—Value \$250. Second to receive \$100; and third \$50. For China ponies subscription griffins of any season 1904-1905. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lbs. Entrance \$10. Half a mile.
Mr. Buxey's Silver Queen Rose, 11st 12lb (Hayes) 1
Mr. Buxey's Rosy Morn Rose, 11st 12lb (Alderton) 2
Mr. A. V. Apcar's Cebu, 11st 4lb (Gegg) 3
Mr. Worthy's The Squalor, 10st 12lb (Johnstone) 4
Mr. J. C. Peter's Titmouse, 10st 6lb (Mackie) 5
Mr. D. Macdonald's Highlander, 10st 5lb (Robertson) 6
Mr. Kleeblatt's The Professor, 10st 12lb (Abel) 7
Mr. John Peel's The Duke, 10st 12lb (Gresson) 8
Mr. Magpie's Soup Meat, 11st 2lb (Humphreys) 9
*Allowed 5lb.

Mr. G. C. Moxon's Desperation, 10st 10lb (Marshall) 10
Mr. S. S. S.'s Paps Not, 11st 12lb (Vida) 11
After one false start, the large field of eleven ponies for this race was got away fairly evenly, with Rosy Morn Rose in the lead, closely followed by Cebu and The Duke. Rosy Morn maintained his lead up the hill and kept it to the village when Cebu's place was challenged by Gresson, who overtook Gegg when entering the straight. Here Hayes spurred and Buxey's cream gamely contested his stable companion for first place, beating Rosy Morn just past the judge's box by half a length. The Duke lost third place to Cebu who was several lengths behind the second pony.
Time, 1 min. 02.4/5 secs.
Winner, \$57.50
Parimutuel, 1st \$23; 2nd \$7.50; 3rd \$9.40.

2.—THE VICTORIA STAKES.—A sweepstakes of \$10 each with \$300 added. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. *Hand fide* griffins on date of entry allowed 5 lbs. Subscription griffins of this season 1904-1905 allowed 10 lbs. One mile.
Mr. G. U. Potts' Heather King, 10st 12lb (Cunningham) 1
Mr. Johnstone's Ca Canny, 10st 12lb (Owner) 2
Mr. John Peel's Zodiac, 10st 12lb (Gresson) 3
Mr. Buxey's Comet Rose, 11st 12lb (Alderton) 4
Mr. F. B. Marshall's Salem, 10st 12lb (Vida) 5
Mr. Ellis Kadoorie's Somali, 11st 12lb (Hayes) 6

Mr. John Peel's Set, 11st 7lb (Moller) 7
Coronet Rose and Heather King started favourites with fancy equally divided. Mr. Buxey's pony not taking a place was a distinct disappointment. When the flag fell, Cunningham at once rushed to the front, and held the position all the way. Somali, who was on the rat, gave some little trouble at the post, but when the ponies got away Ca Canny led with Coronet Rose next and Heather King third. Passing the stand the order was Heather King first, Ca Canny second and Salem still on the rails, third, and Zodiac last. Going up the hill Heather King had a fine lead. Coronet Rose seemingly right out of it. At the Black Rock and also entering the straight, Heather King had a commanding lead and making all the running won anyhow by ten lengths. Six lengths between second and third.
Time, 2.05 2/5.
Winner, \$21.50
Parimutuel, 1st \$6.30; 2nd \$9.90; 3rd \$9.00.

3.—THE VALLEY STAKES.—A sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent.; second 20 per cent.; and third 10 per cent. For China ponies subscription griffins of this season 1904-1905. Weight for inches as per scale. Three quarters of a mile.
Mr. Buxey's The Gem Rose, 11st 12lb (Hayes) 1
Mr. Paul's Policy, 11st 12lb (Moller) 2
H. E. Sir Matthew Nathan's Ching, 10st 12lb (Johnstone) 3
Mr. T. S. Forrest's Fife, 10st 12lb (Gresson) 4
Mr. N. Mumford's Mick, 11st 12lb (Gegg) 5
Mr. Carruthers' Black Monday, 10st 12lb (Cruickshank) 6
Mr. T. S. Forrest's Lenax, 11st 12lb (Rutherford) 7
Mr. Worthy's The Spittle, 11st 12lb (Mackie) 8
Mr. Medico's High Frequency, 11st 12lb (Leslie) 9
Mr. Kleeblatt's The Loafers, 11st 12lb (Abel) 10
Mr. G. H. Potts' Jungle King, 10st 12lb (Cunningham) 11
Mr. E. W. Mitchell's Hachen Schmidt, 10st 12lb (Robertson) 12
Mr. Magpie's Blackbird, 10st 12lb (Vida) 13
Mr. D. Macdonald's Highland Chief, 11st 12lb (Bruton) 14

It was no easy task getting away a large field of fourteen, and there were two false starts before the bunch started. When they eventually did get off they were well together in an even line, Ching furling ahead, with Fife second, and Lenax the favourite, a long way behind. The field went up the hill at a fairly easy pace, and when the Rock was passed Ching made big efforts to increase his advantage, and realizing the situation, Hayes applied the whip to good purpose. Gem Rose answering the lash gamely rushed up, overtaking the third and fourth ponies until the village was passed. Here he drew near the rails and challenged the leader, succeeding in his effort as soon as the straight was entered. It was plainly evident that Hayes had the race all to himself. He won easily by a length from a policy who was second and Mr. Johnstone's mount third. Lenax was last. Mr. Hayes was applauded for his win and "Well done, Mody!" "Brava, Mody!" rang out lustily as Gem Rose was led into the weighing out enclosure.
Time, 1 m. 36 3/5 secs.
Winner, \$11.50
Parimutuel, 1st \$6.70; 2nd \$9.20; 3rd \$13.30.

4.—THE MAIDEN STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies *hand fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1904-1905 allowed 7 lbs. Entrance \$10. Three quarters of a mile.
Mr. Wingard's Halifax, 11st 12lb (Moller) 1
Mr. G. H. Potts' Umbrian King, 10st 12lb (Cunningham) 2
Mr. G. C. Moxon's Nomination, 10st 12lb (Johnstone) 3
Mr. John Peel's Heythrop, 10st 12lb (Gresson) 4
Mr. Buxey's Invincible Rose, 11st 12lb (Hayes) 5

One of the finest finishes of the day was witnessed in this race when Halifax won a well-contested race from Umbrian King by half a length. Leading at the start, Umbrian King was followed by Invincible Rose and Nomination, Heythrop being last. Not much change was effected when the ponies went up the back stretch; they were observed to be in much the same order when the Rock was passed, Umbrian King gaining his lead by several lengths. Halifax then made a spurt and challenged Nomination and Invincible Rose respectively, the latter belying his name yielding second position to Nomination who did not hold it long. Moller showed fine judgment in now bringing up Halifax just opposite the village where Heythrop fell off altogether. Meanwhile Umbrian King, under the whip, made the distance greater between him and the second pony. The straight was entered in this order: Umbrian King, Halifax, Nomination, Invincible Rose and Heythrop a long way behind. Steering his mount on the outer course Moller rushed down at a tremendous pace and won after an exciting finish by just three-quarters of a length. Quite three lengths divided the second and third ponies.
Time, 1 m. 35 2/5 secs.
Winner, \$22.50
Parimutuel, 1st \$11.00; 2nd \$7.75; 3rd \$13.30.

5.—THE POOCHOW CUP.—Value \$300. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Non-winners who have run at previous meetings and griffins allowed 5 lbs. Subscription griffins of this season 1904-1905 allowed 7 lbs. Entrance \$10. Two miles.
Mr. Wingard's Algerine, 11st 12lb (Moller) 1
Mr. J. H. Lewis' Aladdin, 11st 12lb (Vida) 2
Mr. Buxey's Rare Rose, 10st 12lb (Hayes) 3

Mr. E. Owen's Grafton 10st 7lb (Gegg) 4
Mr. Kingston's Little Momo 10st 12lb (Bruton) 5
Mr. Johnstone's Border Raider, 11st 12lb (Owner) 6
Mr. John Peel's Polka 10st 12lb (Gresson) 7
Another splendid race of the day was run over the two-mile course when the old cracks fought it out between themselves. Polka was a hot favourite and Border Raider and Rare Rose fought for places. Algerine was "tipped" by "Early Bird" whose anticipation proved correct. There was no difficulty in starting the seven, and when the Stand was passed for the first time Polka had the best of the other entrants, and Aladdin and Border Raider were second and third, respectively. Algerine was close behind and held until the bend at the back stretch; here he shot ahead and assumed the lead to Aladdin second, and Polka third. Rare Rose was several lengths behind. The leader still maintained his position by several lengths with Rare Rose left at the tail end a long way off. They closed in at the straight, and when the stand was passed Polka set the pace for the rest. Polka was still for the second time Algerine. Polka attempted to improve near Bowington but the old favourite did not answer Gresson's call, and fell off to third and fourth positions when the Rock was passed. Algerine then tried to make his lead good by a good many lengths more, with Aladdin hotly pursuing. Rare Rose, somewhat late, rushed up, but too late to make much of a show. Algerine won a splendid race by just half a length, Aladdin a good second and Rare Rose finishing strong third.
Time, 4.36 2/5.
Winner, \$31.40
Parimutuel, 1st \$9.90; 2nd \$16.30; 3rd \$12.90.

6.—THE GARRISON CUP.—Presented by the officers of the Garrison. Second to receive \$150; and third \$50. For China ponies *hand fide* griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1904-1905 allowed 7 lbs. Winner of the Maiden Stakes 7 lbs. extra. Jockeys who have never had a winning mount allowed 5 lbs. Entrance \$10. From the two-mile post once round and in.
Mr. John Peel's Cotswold, 11st 12lb (Gresson) 1
Mr. G. H. Potts' Norman King, 11st 12lb (Cunningham) 2
Mr. Buxey's Invincible Rose, 11st 12lb (Hayes) 3
Mr. Buxey's Empress of India Rose, 11st 12lb (Alderton) 4
Mr. G. H. Potts' Saxon King, 10st 12lb (Vida) 5
Mr. Wingard's Esquimalt, 11st 12lb (Moller) 6

Mr. Buxey declared his best to win. This race was abnormally interesting from start to finish, the run in the parimutuel being on Norman King and Cotswold respectively, with one of the Roses for a place. The start was a splendid one, the favourites keeping to their well behind. Esquimalt led with Invincible Rose and Saxon King third when they passed the Stand. Norman King and Cotswold still watching each other allowed the leaders to do the pacing, but they tried conclusions as soon as the back stretch up the hill was reached and made the pace a hot one past the Rock. Norman King rapidly made his distance from the second pony, which he soon overtook, and Gresson closely followed at his heels. The ponies were now going at a flying pace, Norman King and John Peel's crack drawing together rushed into premier position, with Invincible Rose third. A splendid race home between the leaders. The spectators could hardly tell which was the better of the two as they passed home nose to nose. T. v. eddie, when announced, was received with applause. Invincible Rose was third, and Esquimalt last.
Time, 2.22 1/5.
Winner, Cotswold \$6.80; Norm n King \$6.10.
Parimutuel 1st Cotswold \$6.70; Norman King \$5.70; 3rd \$12.40.

7.—THE CHINESE CLUB CUP.—Presented. Second to receive \$150; and third \$50. For China ponies subscription griffins of any season. Weight for inches as per scale. Winners at previous meetings barred. Previous winners at this meeting 7 lbs. extra. Entrance \$10. One mile.
Mr. N. Mumford's Mick, 11st 12lb (Gegg) 1
Mr. G. H. Potts' Prairie King, 11st 12lb (Cunningham) 2
Mr. Paul's Policy, 11st 12lb (Moller) 3
Mr. Ellis Kadoorie's Grand Llama, 11st 12lb (Abel) 4
Mr. D. Macdonald's Highlander, 11st 12lb (Mackie) 5
Mr. John Peel's Berkeley, 10st 12lb (Gresson) 6
Mr. Gates' Starling, 11st 4lb (Rutherford) 7
Mr. Johnstone's K. O. S. B., 11st 12lb (Owner) 8
Mr. E. Goe's Raja, 11st 12lb (Robertson) 9
Mr. A. E. Griffin's Port Royal, 11st 12lb (Alderton) 10

Mr. Smith's Forward, 11st 12lb (Ingles) 11
A large field turned out for the Chinese Club Cup. Mick at once took the first position and when the bunch passed in front of the members' stand he easily led, with Policy second and Berkeley third. Rounding the bend opposite the Portuguese Club booth there was no change. After this stage the race was one of professional order with Mick far and away the leader. Policy still second. The leaders closed in after passing the Rock and one of the Kings ran a fast p. c. to overtake the others. Mick's advantage was not a mean one, and making the most of it he led all the way home, Policy striving his best to take off the race, but unavailingly.
Time, 2m. 11 3/5.
Winner, \$14.00
Parimutuel, 1st \$12.70; 2nd \$6.30; 3rd \$9.10.

8.—THE LUSITANO CUP.—Presented by the members of the Club Lusitano. For China ponies *hand fide* griffins on date of entry. Second to receive \$50; and third \$50. Weight for inches as per scale. Subscription griffins of this season 1904-1905 allowed 7 lbs. Previous winners 7 lbs. extra. Entrance \$10. One mile.
Mr. Wingard's Halifax, 11st 12lb (Moller) 1
Mr. Buxey's Lamarque Rose, 11st 12lb (Hayes) 2
Mr. Ellis Kadoorie's Cascade, 10st 12lb (Johnstone) 3
Mr. John Peel's Croome, 10st 12lb (Gresson) 4
Mr. G. C. Moxon's Nomination, 10st 12lb (Cruickshank) 5
Mr. G. H. Potts' Umbrian King, 10st 12lb (Cunningham) 6
Mr. G. H. Potts' Tuscan King, 10st 9lb (Vida) 7
*7lbs. penalty.
A good start. Tuscan King at the head, followed by Lamarque Rose and Cascade, was the order passing the Stand, Halifax bringing up the rear. Along the back stretch Lamarque Rose was forcing the pace, Cascade and Tuscan King following in the order named. The leaders raced neck and neck past Bowington, Rose still leading the advantage. Halifax, at this stage, tried to approach closer to the leader and soon got into second place. Entering the straight home Lamarque Rose led, but quickly had to give way to Halifax with Tuscan King behind. A ding-dong race home, and Halifax succeeded in snatching the race from the leader within a yard from the winning post, and won a capital race with a good finish by a neck. Lamarque Rose was second, and Cascade a good third.
Time, 2.12.
Winner, \$37.70
Parimutuel, 1st \$7.80; 2nd \$6; 3rd \$7.90.

9.—THE HONGKONG CLUB CUP.—Presented by the members of the Hongkong Club. Second to receive \$150; and third \$50. For China ponies subscription griffins of any season. Weight for inches as per scale. Griffins allowed 5 lbs. Subscription griffins of this season 1904-1905 allowed 10 lbs. Previous winners at this meeting 5 lbs. extra. Entrance \$15. One mile and a half.
Mr. John Peel's Ardpatrick, 11st 12lb (Gresson) 1
Mr. G. H. Potts' Scottish King, 11st 12lb (Cunningham) 2
Mr. Dryadust's Bean Cake, 11st 12lb (Alderton) 3
Mr. Buxey's La France Rose, 10st 12lb (Moller) 4
Ardpatrick started the favourite and justified his admirers. On the rails he took a two-length lead at the start with Scottish King second and La France Rose a long way behind. In the next furlong La France Rose, by an effort, got into leading position, and when the Rock was reached the ponies closed in. Ardpatrick was hard held all the while, Gresson being unmistakably sure of his splendid mount. La France Rose led into the home straight in the first round, Ardpatrick being second and Bean Cake third. In France and Ardpatrick raced neck and neck, and on passing the Post the latter had a slight advantage. They raced in pairs all the way to Bowington; Rose and Ardpatrick, King and Bean Cake. The latter then pushed ahead at the Football Club's stand. Their advantage was not of long duration, for negotiating the limb they fell off. Scottish King was now whipped and he raced for all he was worth. Gresson, recognising the situation, just gave his pony slight rein and was responded to in grand style. Ardpatrick simply went ahead as he liked, and won the race hands down by a length and a half. Scottish King was second and Bean Cake third. Mr. Gresson's was another popular win for Ewo's.
Time, 3.24.
Winner, \$10.20
Parimutuel, 1st \$5.90; 2nd \$6.70.

10.—THE ENCOURAGEMENT STAKES.—Value \$250. Second to receive \$100; and third \$50. For China ponies subscription griffins of this season 1904-1905. Weight for inches as per scale. Previous winners barred. Unplaced runners and jockeys who have never had a winning mount allowed 5 lbs. Allowances accumulative. Entrance \$10. Five furlongs.
Mr. Magpie's Blackbird, 10st 7lb (Vida) 1
Mr. Worthy's Spittle, 10st 12lb (Johnstone) 2
Mr. G. H. Potts' Jungle King (Mr. Cunningham) 3
Mr. A. V. Apcar's Cebu, 11st 4lb (Gegg) 4
Mr. Magpie's Soup Meat, 11st 12lb (Humphreys) 5
Messrs. Macdonald & Mackie's Wre Macgregor, 10st 6lb (Mackie) 6
Mr. Kleeblatt's The Professor 10st 12lb (Abel) 7
Mr. G. C. Moxon's Inspiration, 11st 12lb (Cruickshank) 8
Mr. Buxey's Rosy Morn Rose, 11st 12lb (Hayes) 9
Mr. E. W. Mitchell's Hacken Schmidt, 10st 12lb (Robertson) 10
Mr. T. E. Forre's Fife, 10st 12lb (Gresson) 11
Mr. S. S. S.'s Paps Not, 10st 12lb (Vida) 12
Mr. D. Macdonald's Highland Chief, 10st 12lb (Gresson) 13
Time, 1.18.
Winner, \$8.20
Parimutuel, 1st \$1.50; 2nd \$8.50; 3rd \$23.50.

capital race with a good finish by a neck. Lamarque Rose was second, and Cascade a good third.
Time, 2.12.
Winner, \$37.70
Parimutuel, 1st \$7.80; 2nd \$6; 3rd \$7.90.

11.—THE HONGKONG CLUB CUP.—Presented by the members of the Hongkong Club. Second to receive \$150; and third \$50. For China ponies subscription griffins of any season. Weight for inches as per scale. Griffins allowed 5 lbs. Subscription griffins of this season 1904-1905 allowed 10 lbs. Previous winners at this meeting 5 lbs. extra. Entrance \$15. One mile and a half.
Mr. John Peel's Ardpatrick, 11st 12lb (Gresson) 1
Mr. G. H. Potts' Scottish King, 11st 12lb (Cunningham) 2
Mr. Dryadust's Bean Cake, 11st 12lb (Alderton) 3
Mr. Buxey's La France Rose, 10st 12lb (Moller) 4
Ardpatrick started the favourite and justified his admirers. On the rails he took a two-length lead at the start with Scottish King second and La France Rose a long way behind. In the next furlong La France Rose, by an effort, got into leading position, and when the Rock was reached the ponies closed in. Ardpatrick was hard held all the while, Gresson being unmistakably sure of his splendid mount. La France Rose led into the home straight in the first round, Ardpatrick being second and Bean Cake third. In France and Ardpatrick raced neck and neck, and on passing the Post the latter had a slight advantage. They raced in pairs all the way to Bowington; Rose and Ardpatrick, King and Bean Cake. The latter then pushed ahead at the Football Club's stand. Their advantage was not of long duration, for negotiating the limb they fell off. Scottish King was now whipped and he raced for all he was worth. Gresson, recognising the situation, just gave his pony slight rein and was responded to in grand style. Ardpatrick simply went ahead as he liked, and won the race hands down by a length and a half. Scottish King was second and Bean Cake third. Mr. Gresson's was another popular win for Ewo's.
Time, 3.24.
Winner, \$10.20
Parimutuel, 1st \$5.90; 2nd \$6.70.

12.—THE ENCOURAGEMENT STAKES.—Value \$250. Second to receive \$100; and third \$50. For China ponies subscription griffins of this season 1904-1905. Weight for inches as per scale. Previous winners barred. Unplaced runners and jockeys who have never had a winning mount allowed 5 lbs. Allowances accumulative. Entrance \$10. Five furlongs.
Mr. Magpie's Blackbird, 10st 7lb (Vida) 1
Mr. Worthy's Spittle, 10st 12lb (Johnstone) 2
Mr. G. H. Potts' Jungle King (Mr. Cunningham) 3
Mr. A. V. Apcar's Cebu, 11st 4lb (Gegg) 4
Mr. Magpie's Soup Meat, 11st 12lb (Humphreys) 5
Messrs. Macdonald & Mackie's Wre Macgregor, 10st 6lb (Mackie) 6
Mr. Kleeblatt's The Professor 10st 12lb (Abel) 7
Mr. G. C. Moxon's Inspiration, 11st 12lb (Cruickshank) 8
Mr. Buxey's Rosy Morn Rose, 11st 12lb (Hayes) 9
Mr. E. W. Mitchell's Hacken Schmidt, 10st 12lb (Robertson) 10
Mr. T. E. Forre's Fife, 10st 12lb (Gresson) 11
Mr. S. S. S.'s Paps Not, 10st 12lb (Vida) 12
Mr. D. Macdonald's Highland Chief, 10st 12lb (Gresson) 13
Time, 1.18.
Winner, \$8.20
Parimutuel, 1st \$1.50; 2nd \$8.50; 3rd \$23.50.

13.—THE HONGKONG CLUB CUP.—Presented by the members of the Hongkong Club. Second to receive \$150; and third \$50. For China ponies subscription griffins of any season. Weight for inches as per scale. Griffins allowed 5 lbs. Subscription griffins of this season 1904-1905 allowed 10 lbs. Previous winners at this meeting 5 lbs. extra. Entrance \$15. One mile and a half.
Mr. John Peel's Ardpatrick, 11st 12lb (Gresson) 1
Mr. G. H. Potts' Scottish King, 11st 12lb (Cunningham) 2
Mr. Dryadust's Bean Cake, 11st 12lb (Alderton) 3
Mr. Buxey's La France Rose, 10st 12lb (Moller) 4
Ardpatrick started the favourite and justified his admirers. On the rails he took a two-length lead at the start with Scottish King second and La France Rose a long way behind. In the next furlong La France Rose, by an effort, got into leading position, and when the Rock was reached the ponies closed in. Ardpatrick was hard held all the while, Gresson being unmistakably sure of his splendid mount. La France Rose led into the home straight in the first round, Ardpatrick being second and Bean Cake third. In France and Ardpatrick raced neck and neck, and on passing the Post the latter had a slight advantage. They raced in pairs all the way to Bowington; Rose and Ardpatrick, King and Bean Cake. The latter then pushed ahead at the Football Club's stand. Their advantage was not of long duration, for negotiating the limb they fell off. Scottish King was now whipped and he raced for all he was worth. Gresson, recognising the situation, just gave his pony slight rein and was responded to in grand style. Ardpatrick simply went ahead as he liked, and won the race hands down by a length and a half. Scottish King was second and Bean Cake third. Mr. Gresson's was another popular win for Ewo's.
Time, 3.24.
Winner, \$10.20
Parimutuel, 1st \$5.90; 2nd \$6.70.

TO-MORROW'S PROGRAMME
is as follows:—

WEDNESDAY, 22nd February, 1905.
1.—THE JOCKEY CUP.—Value \$250. Second to receive \$100; and third \$50. For China ponies subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Previous winners barred. Entrance \$10. One round.

2.—THE EXCHANGE PLATE.—Value \$250. Presented by the banks and exchange brokers of Hongkong. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lbs. extra; of two or more races 10 lbs. extra. Griffins allowed 5 lbs. Subscription griffins of this season 1904-1905 allowed 10 lbs. Unplaced runners allowed 5 lbs. Entrance \$15. From the two-mile post once round and in.

3.—THE HONGKONG DERBY.—A sweepstakes of \$10 each with \$150 added. (Hall forfeit if declared on or before day of closing entries.) For China ponies *hand fide* griffins on date of entry. First pony to receive 70 per cent.; second 20 per cent.; and third 10 per cent. Weight for inches as per scale. One mile and a half. (Nominations to close to the Clerk of the Course at the Hongkong Club House on Saturday, 24th December, 1904.)

4.—THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and third \$50. For China ponies subscription griffins of this season 1904-1905. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

5.—THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan K.C.M.G. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lbs. extra; of two or more races 10 lbs. extra. Griffins allowed 5 lbs. Subscription griffins allowed 10 lbs. Entrance \$10. Five furlongs.

6.—THE PROFESSIONAL CUP.—Presented. Second to receive \$100; and third \$50. For griffins on date of entry and ponies that have never won a race. Subscription griffins of this season 1904-1905 allowed 5 lbs. Weight for inches as per scale. Previous winners barred. Entrance \$10. One mile.

7.—THE CHALLENGE CUP.—Value one hundred guineas. For China ponies. A forced entry of \$10 each, but optional to China ponies subscription griffins of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the *hand fide* property of the same owner or owners. Winner to receive \$300 and 70 per cent. second \$100 and 20 per cent. of the entrance fees until the cup is finally won, when the second pony will receive 75 per cent., and third pony 25 per cent. of the entrance fees. One mile and three quarters.

8.—THE SPRING STAKES.—Value \$350. Second to receive \$100; and third \$50. For China ponies subscription griffins of this season 1904-1905. Weight for inches as per scale. Winner of the German Cup 10 lbs. extra. Other winners 7 lbs. extra. Entrance \$10. From the two-mile post once round and in.

9.—THE NAVY CUP.—Presented by the officers of His Majesty's Fleet. Second to receive \$150; and third \$50. For China ponies

hand fide griffins on date of entry. Weight for inches as per scale. Winners of one race at this meeting 7 lbs. extra; of two or more races 10 lbs. extra. Unplaced runners allowed 3 lbs. Entrance \$10. One mile and a quarter.

10.—THE RACING STAKES.—A sweepstakes of \$10 each with \$150 added. For China ponies subscription griffins of any season. Weight for inches as per scale. Previous winners barred. First pony to receive 70 per cent.; second 20 per cent.; and third 10 per cent. Unplaced runners and jockeys who have never had a winning mount allowed 5 lbs. Allowances accumulative. Three quarters of a mile.

SELECTIONS FOR TO-MORROW.

1.—The Jockey Cup.
A choice between Cebu, Lanark, The Loafer, Pat, and Jungle King.
2.—The Exchange Plate.
1. Ardpatrick.
2. Coronet Rose.
3. Heather King.
3.—The Hongkong Derby.
1. Norman King.
2. Cotswold.
3. Halifax.
4.—The German Cup.
1. Gem Rose.
2. Prairie King.
3. Mick.
5.—The Gold Coast Cup.
1. Salem.
2. Rosy Morn Rose.
3. Somali.
6.—The Professional Cup.
1. Croome.
2. Grafton.
3. Cascade.
Cebu has a chance for a place.
7.—The Challenge Cup.
1. John Peel's best.
2. Algerine.
3. Rare Rose.
Ca Canny has a chance for a place.
8.—The Parsee Cup.
1. Fife.
2. Black Monday.
3. Policy and Pat with a chance for place.
9.—The Navy Cup.
1. Lamarque Rose.
2. Cotswold or Norman King if either of them do not secure the Derby.
3. Halifax.
10.—The Racing Stakes.
1. Blackbird.
2. Spittle.
3. The Duke.
Rosy Morn Rose and Highland Chief may be reckoned on for a place.

TRAMWAY SERVICE.

A COMPLAINT.

Considerable indignation was aroused at the service of Car No. 26 on the journey home, after the races to-day when a European inspector, superintending the traffic, ejected two of the members of the Chinese community holding high responsible positions in the Colony. These gentlemen had paid their fare and were on the point of receiving their respective tickets, when they were summarily ejected on the ground that the car was for the exclusive use of Europeans. We can discover no section in the Tramway Ordinance conferring the arbitrary power to the inspector who appeared to have acted *ultra vires*. That the recurrence of such a high-handed action towards Chinese gentlemen well-known and greatly respected in the Colony might be avoided we would call the attention of the General Manager, by whom adequate instructions should be issued to his subordinates. We believe that the matter will not be allowed to remain where it is; for the indignity to which the gentlemen have been subjected should be amply redressed and full apology tendered to our respected fellow-citizens. Seeing that the matter may be taken up before a civil tribunal, we refrain at the moment from commenting on the injudicious action of a tramway subordinate.

To-day's Advertisements.

THE DAIRY FARM COMPANY, LIMITED.
DEPOT:
CORNER OF WYNDHAM STREET
and
LOWER ALBERT ROAD.
HOME-FED CAPONS AND CHICKENS,
35 Cents per Pound.

ALSO
Sheep Kidneys (Australian)..... 5 cents each.
Sheep Tongues ".....20 " "
Compare these prices with those ruling in the market.
Hongkong, 21st February, 1905. [45]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 28th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 21st February, 1905. [475]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"MACHAON"	11th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW and LIVERPOOL	"DANEA"	21st March.
GLASGOW and LIVERPOOL	"KALISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL.	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KALISOW"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	6th March.
	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	"PAOTING"	23rd February.
KOBE	"CHANGSHA"	23rd "
CEBU and ILOILO	"KAIFONG"	23rd "
SHANGHAI	"KALGAN"	24th "
TIENSIN	"KANBU"	25th "
SWATOW, AMOY, CHEFOO & TIENSIN	"CHIHLI"	28th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st February, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 25th Feb., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 4th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates.
"ARAGONIA"	5,198	Schultz	MANILA	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	"	March 31st, "
"NUMANTIA"	4,370	Brehmer	"	April 10th, "
"ARABIA"	4,483	Bable	"	May 11th, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schultz	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Brehmer	April 10th, "
"ARABIA"	4,483	Bable	May 11th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 11th October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.
Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.[ALSO REDUCED FARES TO
MANILA AND RETURN.]STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,688 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class \$3.00 for Single Journey.
2nd " 1.50 " "
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON S.S. Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Storage, 10 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"RICHMOND CASTLE"	4th March, 1905.
"SAINT FILLANS"	17th " "

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 21st February, 1905.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"OCEANIAN,"

Captain Oliver, will be despatched for the
above Ports, on or about the 21st instant.For Freight or Passage, apply to
L. BRIDOU,
Acting Agent.

Hongkong, 15th February, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 24th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th February, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above
Ports, on WEDNESDAY, the 8th proximo, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALACCA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 18th February, 1905.

FROM ROTTERDAM, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ITHAKA,"

Captain Eckhorn, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd February will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th February, 1905.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 22nd instant,
at 9.30 A.M.All Claims must reach us before the 27th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 16th February, 1905.

Consignees.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock, Noon, the 18th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th February, 1905.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

FASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.40, QUEEN'S ROAD,
Watson's Building.

[51]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
Ice House Road.[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE]
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

[56]

THE HONGKONG
STUDIO,HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[59]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

† Flagship of Rear-Admiral de Fauque de Jonquière, Second-in-Command

